

S-E-C-R-E-T

50X1-HUM

- b. Express or freight locomotive -- 2 delivered to USSR; several ordered domestically.
- c. Special overburden removal type for open-cast mines -- 122 working in USSR; 12 in China; about 100 in Czechoslovakia; large export orders on hand.
- d. Overburden removal for open-pit mines -- about 40 delivered domestically.
- e. For light traffic on level lines -- 4 units delivered domestically.
- f. Regular locomotive under development.
- g. A 4-car unit for rapid suburban transit; has a motor-driven car at each end of the unit. Remote controls permit coupling of several such units into a train consist of, operating the entire train from one control station.
5. The motor-driven traction vehicles listed in Table 2 are six models of the CKD diesel locomotives and two models of Tatra-motor coaches.

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Remarks in Table 2 read as follows:

- A. Light industrial shunting; only minimum traffic on railroad lines -- several ordered domestically; 38 shipped or sold [] East Germany, Poland, Turkey, Albania, China, and Bulgaria.
- B. Light industrial; only minimum railroad traffic -- 2 sold []
- C. Medium industrial; light railroad traffic; light line duty on local lines. 50X1-HUM
- D. Heavy industrial; medium to heavy railroad traffic and light line duty -- 50 ordered domestically; 2 delivered to and 63 ordered by the USSR.
- E. Either for freight trains or express [passenger] trains.
- F. For local and suburban traffic with multiple controls, permitting control of several close-coupled sets from one control stand.

Also available for this item are trailer cars (without motors).

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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Czechoslovakia

REPORT

SUBJECT Export Possibilities and Prices of Electric and Diesel Locomotives

DATE DISTR. 27 NOV 1959

NO. PAGES 2

REFERENCES RD

DATE OF INFO.

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PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

The document consists of a report on the export possibilities which exist for Czechoslovak locomotives and discusses the types of locomotives available for export. The report mentions that changes have occurred in this field since the last report of 25 August 1958, specifically the shortened delivery time for the BN 150 model; price reductions for the same model, longer delivery time for some models due to more complete capacity utilization, and inclusion of motor-driven railroad cars in the export program.

2. The report also mentions that advertising literature is available in Russian, English, German, French, and Spanish. It states that although 40 locomotives were sold thus far, another 40 are available and all delegates are urged to make sales and send home literature on competitive world prices.
3. The document then presents two tables dealing with electric traction vehicles (Table 1) and motor-driven traction vehicles (Table 2). The columns in the tables are headed as follows: 1 -- Type; 2 -- Output (KW or HP); 3 -- Gauge (in millimeters); 4 -- Maximum speed (Km/h); 5 -- Empty weight; 6 -- Number of axles; 7 -- Price (in Kes. approx.); 8 -- Prototype (either listed as completed ["/to produce?"/] or the year when completion is anticipated); 9 -- Available capacity; 10 -- Designed for and previous orders. In Table 2, the only deviation is the inclusion of an extra column headed "Transfer of Motive Power," containing such entries as "Mechanical," "Electric," or "Hydraulic."

4. The electric locomotives described in Table 1 are two models, E 499.0 and E 698.0 of the 3,000 Skoda, three models of the 1,500 Skoda, 2 models of the 25,000 V-50 Skoda and the 3,000 V-Tatra. The remarks column of this table read as follows:

- a. Universal locomotive -- 80 delivered domestically; 12 delivered to and 100 ordered by the USSR

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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 - g. A 4-car unit for rapid suburban transit; has a motor-driven car at each end of the unit. Remote controls permit coupling of several such units into a train consist of, operating the entire train from one control station.
5. The motor-driven traction vehicles listed in Table 2 are six models of the CKD diesel locomotives and two models of Tatra-motor coaches.

Remarks in Table 2 read as follows:

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- A. Light industrial shunting; only minimum traffic on railroad lines -- several ordered domestically; 38 shipped or sold [redacted] East Germany, Poland, Turkey, Albania, China, and Bulgaria.
- B. Light industrial; only minimum railroad traffic -- 2 sold [redacted]
- C. Medium industrial; light railroad traffic; light line duty on local lines.
- D. Heavy industrial; medium to heavy railroad traffic and light line duty -- 50 ordered domestically; 2 delivered to and 63 ordered by the USSR.
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